Flendruz railway viaduct (Switzerland)

Project description

The Flendruz railway viaduct carries the Golden-Pass railway line, a tourist-orientated train route in the Swiss Alps between Montreux and Lucerne, across a small valley. It was built at the time of the railway line's original construction, which was completed in 1905.

After more than a century of service the viaduct needed to be completely renovated, with a focus on enabling it to carry higher loads and reducing noise emissions under railway traffic. These works were carried out in 2011.

mageba scope

mageba supplied a variety of bridge components for this renovation project. RESTON®POT bearings of type TE (guided sliding), designed to carry loads of 1,460 kN and accommodate longitudinal sliding movements of +/- 25 mm, now support the ends of the main girder beams, while RESTON®FORCE horizontal force bearings resist the transverse forces at these locations while allowing the same longitudinal movements.

At each end of the deck, two RESTON®STU shock transmission units ensure the safe, controlled transmission of unusually large forces between the deck and the abutment.

Highlights & Facts

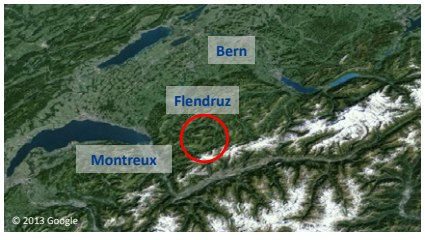
mageba products:

Type:	RESTON®FORCE and RESTON®POT bearings, RESTON®STU shock transmission units
Installation:	2011

Structure:

City:	Flendruz
Country:	Switzerland
Type:	Lattice girder railway viaduct
Construction:	1905
Renovated:	2011
Owner:	Montreux–Oberland Bernois railway
Contractor:	Burn & Künzi AG Adelboden
Engineer:	Theiler Ingenieure AG

The village Flendruz is located close to Montreux in western Switzerland



A RESTON®POT bearing as installed under the end of one of the bridge's main steel girders

Two RESTON®STU shock transmission units during installation at one end of the bridge deck

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